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To JAMES BEATY,
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CANADIAN PACIFIC RAILWAY.

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The Grand Trunk Railway Company ask the Government's assistance in forcing the Canadian Pacific Railway to hand over all its Roads and Connections in Ontario.

To JAMES BEATY, Q. C., ROBERT HAY, and JOHN SMALL, Esquires, Members Representing Toronto in the Dominion House of Commons:

GENTLEMEN,—

There is much outcry and talk about the supposed monopoly of the Canadian Pacific Railway in the North West, but the people of old Canada, and especially of Ontario, seem to have gone to sleep so far as their own Provinces are concerned, and are in danger of a rude awakening when they find themselves under the grasp of the greatest and most grinding monopoly ever put upon a nation.

From the day that the Canadian Pacific Railway ceased to be a government work, the Grand Trunk Railway authorities have been bitterly opposed to the undertaking. They recognized the fact that those in control were business men, and would be likely to manage the property on business principles: that, in this view, the Canadian Pacific Railway would, as soon as possible, make connections with the business centres of Ontario, as, without such connections, the road would lose half its value, being more or less at the mercy of the Grand Trunk Railway and of American connections, and destined in time to fall into the hands of the Grand Trunk Railway.

Nor were they wrong in this surmise. One of the first acts of the Canadian Pacific Railway under its present management was to look about for the best means of securing their Ontario connections, and with this view they opened negotiations with the Great Western Railway to build the Ontario and Quebec, and so to join Toronto and Montreal with the Great Western system. At once the Grand Trunk Railway set about killing this project, with the result of the absorption of the Great Western Railway

by the Grand Trunk Railway. The Grand Trunk Railway were much surprised to find that this move had not worked as they had anticipated; that there was yet the Credit Valley Railway, and that the Ontario and Quebec was to be built even though the Great Western Railway had been absorbed. They then tried to buy the Credit Valley Railway and the Ontario and Quebec. In this they failed.

They have since been working night and day to so discredit the Canadian Pacific Railway financially, that it would not be able to carry out its undertakings.

THE GRAND TRUNK HAVE ALWAYS BEEN WILLING AND ARE NOW WILLING, TO MAKE TERMS WITH THE CANADIAN PACIFIC RAILWAY, THE ONLY CONDITION BEING THAT THE CANADIAN PACIFIC RAILWAY SHALL HAND OVER THE ONTARIO AND QUEBEC AND THE CREDIT VALLEY RAILWAYS TO THEM, AND FOR THESE LINES THEY ARE PREPARED TO PAY A BIG PRICE.

What does this mean for Canada as a whole, and for Ontario in particular? Simply that all the business of Ontario and much of the business of the other Provinces, would be under the absolute control of one Company and that Company the Grand Trunk Railway, a Company that has always been grossly mismanaged; that has a capital representing many times the actual cost of the road; a Company that unless it can devise some means of increasing its earnings out of the people of Canada, must ere long make default on some of the securities upon which it now pays interest.

The Management of the Company recognize this fact, and have consequently been straining every nerve to get control of the Province of Ontario. Once accomplish this and they have nothing to fear. They could, and would, at once put up rates from one end of the country to the other. Every bushel of grain and every pound of freight would be subject to largely increased charges and there would be no escape. A farmer in Ontario, no matter where his farm, having 1,000 bushels of grain to sell, must pay, at least, five cents a bushel more freight,—*i, e.,* contribute $50 extra to the Grand Trunk Railway,—and as there are about 12,000,000 bushels of barley alone grown, of which probably 10,000,000 are exported, and from 10,000,000 to 12,000,000 bushels of other cereals exported in the shape of grain or flour, an extra charge of five cents per bushel on these items alone, amounts to the enormous sum of $1,000,000 or $1,200,000. This is an amount worth fighting for, but it represents a small proportion of the sum total which the Grand Trunk Railway would get should they attain their object. Once let them gain the control of the Ontario and Quebec and Credit Valley Railways, and they have a monopoly indeed, and one

that no government or corporation ever could hope to break. Then no man could leave or enter Ontario except by the Grand Trunk Railway, and at such rate as they chose to impose; no bushel of grain, no car load of cattle or lumber, no ounce of freight, could be handled, except on such terms as the Grand Trunk Railway pleased to charge; and no one can doubt for a moment that their charges would be the highest that could be exacted.

IT IS TO OBTAIN THIS MONOPOLY THAT THE GRAND TRUNK RAILWAY HAVE BEEN FIGHTING THE CANADIAN PACIFIC RAILWAY, AND DISCREDITING CANADA FOR THE PAST THREE YEARS.

The Parliament of Canada will doubtless see that no such outrage is allowed to be put upon the people; that no agreement is permitted between the Canadian Pacific Railway and the Grand Trunk Railway that would have this effect: let them exact such terms as may be desirable from the Canadian Pacific Railway to secure the absolute safety of any advance that the Government may be called upon to make; let them shorten by ten or fifteen years the Canadian Pacific Railway monopoly clause as one condition of the advance. When the road is completed along the North Shore of Lake Superior, and there is continuous rail from the North West to Montreal and the sea; then, if the Canadian Pacific Railway, having the shortest route, cannot compete with other roads and the all-rail connection by the south, they cannot hope to keep their monopoly, for the people of the North West would not submit to it.

The "Globe" newspaper is controlled in the interests of the Grand Trunk Railway; many of the other newspapers are afraid to speak out, for they get large patronage from the Grand Trunk, while the leading merchants of this place, and the shippers of the Province at large, dread to run the risk of Grand Trunk displeasure. For this reason the true state of the case has never been placed before the people of Canada, and consequently they have not perceived the danger they are in of being placed under a monopoly worse, ten times worse, than the much talked-of monopoly of the Canadian Pacific Railway in the North West.

Trusting that you will take every opportunity to press these considerations upon other members of Parliament representing constituencies in Ontario,

I am, gentlemen,

Your obedient servant,

EDM^{D} B. OSLER.

TORONTO, February 14, 1884.